

BAY AREA TOLL AUTHORITY

**Regional Measure 1
Toll Bridge Projects**

Project Monitoring Program

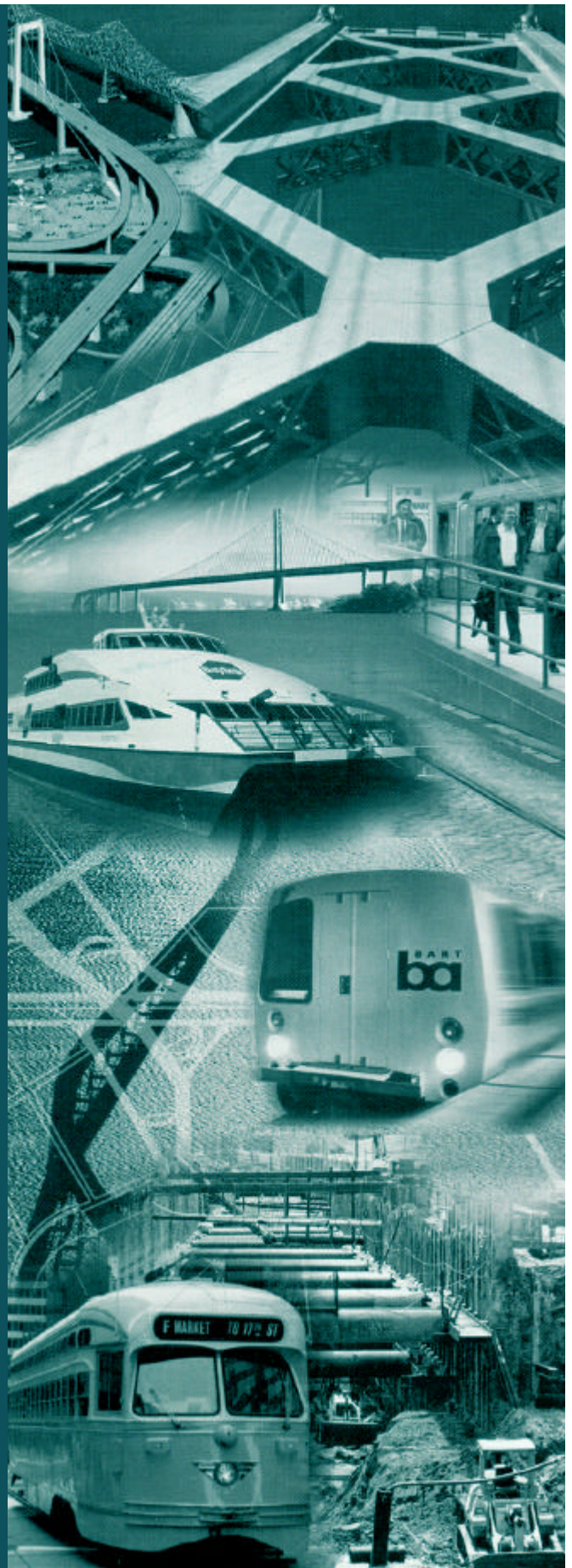
JUNE 2001 PROGRESS REPORT



**Metropolitan Transportation
Commission**

Bay Area Toll Authority

Released July 2001



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JUNE 2001 PROGRESS REPORT



Prepared for
**Metropolitan Transportation
Commission**

Bay Area Toll Authority

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Prepared by
Bechtel Infrastructure Corporation



The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA) / Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

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REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - ▶ Trestle and fender rehabilitation
 - ▶ Deck replacement
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project; included in cost and schedule status summaries and Appendix C for reference)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed, not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and approach to six lanes
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
 - ▶ US 101/University Avenue interchange reconstruction (non-Caltrans project; completed, included in cost and schedule status summaries and Appendix C for reference)
 - ▶ State Route 84 (Bayfront Expressway) widening.

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.

Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.

PROJECT MONITORING PROGRAM

This report focuses on monitoring project cost and schedule performance, as measured against approved budget and schedule milestones. The report provides comprehensive project status information on the Regional Measure 1 Toll Bridge Improvement Projects at three levels of detail:

- ▶ Color-coded executive summary of Regional Measure 1 projects status (program level)
- ▶ Detailed status of individual bridge projects (project level)
- ▶ Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP

COST

SCHEDULE

New Benicia-Martinez Bridge






Carquinez Bridge Replacement



Richmond-San Rafael Bridge Rehabilitation



Legend:

-  Green = no variance to current budget/schedule
-  Yellow = variance to current budget/schedule (trend), defined as follows:
 - For Cost: Project (BATA) contingency use may be required
 - For Schedule: Construction contract completion dates delayed by greater than 3 months
-  Red = variance to current budget/schedule, defined as follows:
 - For Cost: Project budget change may be required
 - For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY - STATUS OF KEY ISSUES AND DEVELOPMENTS

- ▶ Caltrans advertised the main span contract in February. Caltrans plans to open bids for the contract on August 21, 2001, 3 months later than the original schedule. Caltrans amended the bid documents to provide more bidding time for the contractors and to allow more time to finalize permits. BATA has allocated funds for the main span portion of the project. Other construction contracts will follow soon after the main span contract, including contracts for the I-680/I-780 interchange and the new toll plaza.
- ▶ Bechtel has completed a check estimate of the four major construction contracts of the New Benicia-Martinez Bridge project. Compared to the check estimate, the current budget for the project is underestimated by as much as \$80 million. Bechtel estimators have identified and verified significant cost pressures from increases in unit prices, quantities, and escalation. Due to these potential cost increases, a “red” cost status code is indicated in the PMP report. Based on the Bechtel cost report and actual bids for the main span contract, BATA staff will likely recommend an amendment to the project budget for BATA Oversight Committee consideration in September.
- ▶ The project construction schedule has been revised. The open to traffic date is estimated to be September 2005. This is a 21 month delay to the schedule, which is reflected in the “red” schedule status in the PMP report. This delay is due to a change in permitting conditions that will restrict marine construction, extension of the anticipated construction duration, and the delayed bid opening. See attached Executive Director’s Memorandum, dated July 3, 2001 for more information.
- ▶ Construction of the new bridge main span is proceeding with multiple operations at the north and south anchorages, the north approach retaining walls, and the south pier. Installation of the anchor frame at the north anchorage is underway. Placement of concrete at the north tower footing and the south anchorage has begun. Rock socket installation at the south tower continues.
- ▶ Work at the south approach and interchange is proceeding with the reconstruction of the Cummings Skyway Interchange, and widening and installing of retaining walls along west-bound I-80.
- ▶ Due to the construction problems at the south tower foundation, Caltrans is forecasting the open to traffic date for the new bridge to be in September 2003. This is a five-month delay to the schedule, which is reflected in the “red” schedule status in the PMP report.
- ▶ Caltrans and the contractor are meeting on a weekly basis. The contractor is presently preparing contractually required submittals and has mobilized his field office. Caltrans has reviewed and returned the contractor’s seventh revision of his baseline construction schedule; Caltrans accepted this submittal on June 15, 2001.
- ▶ Dredging and test pile work is underway.

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP

COST

SCHEDULE

San Mateo-Hayward Bridge Widening






I-880/SR-92 Interchange Improvement



Dumbarton Bridge West Approach Projects
(Bayfront Expressway)



Legend:

-  Green = no variance to current budget/schedule
-  Yellow = variance to current budget/schedule (trend), defined as follows:
 - For Cost: Project (BATA) contingency use may be required
 - For Schedule: Construction contract completion dates delayed by greater than 3 months
-  Red = variance to current budget/schedule, defined as followed:
 - For Cost: Project budget change may be required
 - For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY - STATUS OF KEY ISSUES AND DEVELOPMENTS

► **Trestle Widening**

Construction on the bridge widening is ongoing with concurrent pile driving, bent cap installation, and bridge deck pours. 7,017 feet of bridge deck (out of 23,530 feet total) has been placed to date. The bridge deck is proceeding at approximately 270 feet per week. Caltrans is reviewing a significant change order due to issues surrounding design modifications made to the girders on the contract. Caltrans and the project contractor are continuing to negotiate the final cost of the change order. Based upon current discussions, the identified change order can be covered by existing project contingencies.

► **Road Widening**

The construction of the overcrossing widening at Industrial Boulevard is complete. Reconstruction work on the north side of the toll plaza is complete, including installation of a canopy extension and reconstruction of several toll booths. The project is due to complete by July 4, 2001.

► **Toll Plaza Extension**

A bid opening for the toll plaza extension contract was held in May. The single bid was \$2.8 million (or 92.6%) higher than the Caltrans engineers estimate. Caltrans has reviewed the bid and has recommended award of the contract. Additional funding for the higher than anticipated bid will come from project contingency.

- Caltrans has received comments to the Draft Supplemental Environmental Impact Statement/Report (DSEIS/R) for the project from the Federal Highway Administration. The report is scheduled for public release at the end of July 2001. A public hearing on the project will follow after release of the DSEIS/R in September 2001.
- Caltrans is performing preliminary engineering to help maintain the project schedule.

- Caltrans is currently working with the U.S. Army Corps of Engineers (USACE) to resolve wetland impacts by the project. The USACE has determined that an individual permit is required and have requested additional environmental tests. Caltrans has responded to the USACE's requests. Caltrans is now anticipating a USACE permit in August 2001. Caltrans has secured a Regional Water Quality Control Board permit. Advertisement of the project is now anticipated for December 2001.

COST STATUS SUMMARY (MILLION DOLLARS)

PROJECT	Baseline Budget (June 2000)	Current Budget	Current Forecast	Expended To Date (7/98 – 05/01)
Northern Bridge Group				
New Benicia-Martinez Bridge	586.0	586.0	586.0	50.9
Carquinez Bridge Replacement	433.2	479.8	479.8	160.0
Richmond-San Rafael Bridge Rehabilitation				
▶ West Trestle and Fender Rehabilitation	45.4	35.4	35.4	0.8
▶ Deck Replacement	53.4	53.4	53.4	0.0
Richmond Parkway (Non-Caltrans) ¹	5.9	5.9	5.9	2.2
SUB TOTAL – NBG	1,123.9	1,160.4	1,160.4	213.8
Southern Bridge Group				
San Mateo-Hayward Bridge Widening				
▶ Widening	203.6	203.6	203.6	89.3
▶ West Approach Replacement Planting	0.3	0.3	0.3	0.0
I-880/SR-92 Interchange Improvement	124.2	134.2	134.2	3.9
Dumbarton Bridge West Approach Projects				
▶ US-101/University Avenue Interchange Reconstruction (Non-Caltrans)	3.8	3.8	3.8	3.7
▶ Bayfront Expressway (SR-84) Widening	33.8	33.8	33.8	3.3
SUB TOTAL – SBG	365.6	375.6	375.6	100.2
GRAND TOTAL	1,489.5	1,536.1	1,536.1	314.0

¹ For Richmond Parkway, values shown represent the portion funded by BATA.

BAY AREA TOLL AUTHORITY

SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current	New Facility Open to Traffic Forecast
Northern Bridge Group			
New Benicia-Martinez Bridge	Jan 04	Jan 04	Sep 05
Carquinez Bridge Replacement	Apr 03	Apr 03	Sep 03
Richmond-San Rafael Bridge Rehabilitation			
▶ West Trestle and Fender Rehabilitation ¹	Dec 04	Dec 04	Sep 04
▶ Deck Replacement ¹	Sep 06	Sep 06	Sep 06
Richmond Parkway (Non-Caltrans) ²	Feb 01	May 01	May 01
Southern Bridge Group			
San Mateo-Hayward Bridge Widening			
▶ Widening	Dec 02	Dec 02	Dec 02
▶ West Approach Replacement Planting ¹	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06
Dumbarton Bridge West Approach Projects			
▶ US-101/University Avenue Interchange Reconstruction (Non-Caltrans) ¹	Apr 00	Apr 00	Apr 00
▶ Bayfront Expressway (SR-84) Widening ¹	Mar 03	Mar 03	Mar 04

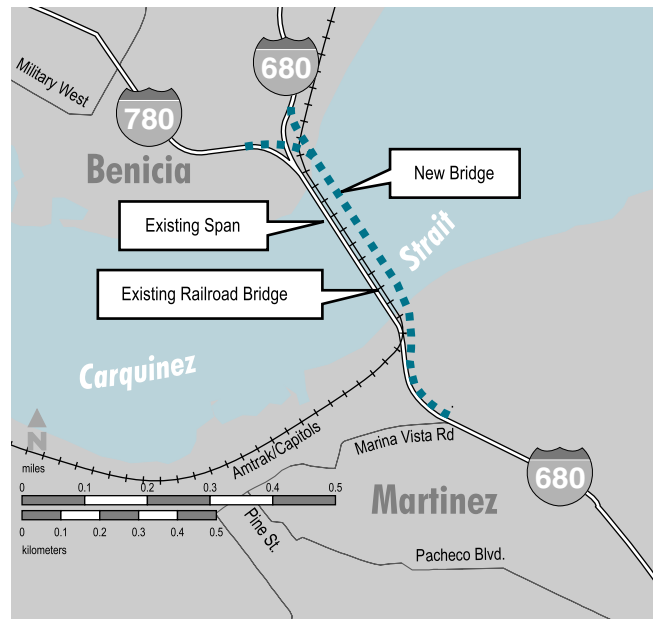
¹ For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.

² The Canal Boulevard realignment was opened to traffic on May 25, 2001.

NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- ▶ Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- ▶ Addition of a new bicycle/pedestrian lane on the existing bridge
- ▶ Construction of a new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- ▶ Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges.



Project Photos



Future new bridge; looking west



South Approach final paving

Current Activities:

- The new bridge contract was advertised on February 13, 2001. Bids are forecast to be opened on August 21, 2001.
- On the south approach grading contract, the placement of asphalt for the road is complete. Barrier rail installation and punch list work are scheduled for July.
- The toll plaza and I-680/780 interchange contracts are forecast to be advertised by the end of July. The A+B portion of the I-680/780 project has been removed.

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NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date 7/98-05/01	Notes
Allocated Capital Outlay						A
South Approach	6.0	7.5	7.5	0.0	4.9	
Other Budgeted Capital	0.0	1.7	1.7	0.0	0.0	
Unallocated Capital Outlay						
New Bridge	247.3	250.6	250.6	0.0	0.0	
Toll Plaza and Administration Building	22.8	22.8	22.8	0.0	0.0	
I-680/Marina Vista Interchange	43.2	43.2	43.2	0.0	0.0	
I-680/I-780 Interchange	80.8	61.4	61.4	0.0	0.0	
Other Budgeted Capital	28.1	28.1	28.1	0.0	0.0	
Capital Outlay Support	78.2	76.8	76.8	0.0	36.5	
Capital ROW	21.1	21.1	21.1	0.0	9.9	
Other Non-BATA Funding	0.0	31.0	31.0	0.0		
Project (BATA) Contingency	58.4	41.8	41.8	0.0		
Project Total (a)	586.0	586.0	586.0	0.0	50.9	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
Construction Contract Completion					
New Bridge	Jan 04	Jan 04	Sep 05	+21 months	B,C,D
Toll Plaza and Administration Building	Feb 03	Feb 03	Feb 03	0	
I-680/Marina Vista Interchange	Dec 03	Dec 03	Mar 04	+3 months	B
I-680/I-780 Interchange	Dec 03	Dec 03	Jul 04	+7 months	B
South Approach	Mar 01	Mar 01	Jan 02	+10 months	E
Modify Existing Bridge	Jul 05	Jul 05	Jul 05	0	
Project					
New Facility Open to Traffic	Jan 04	Jan 04	Sep05	+21 months	
NOTES			ACTION		

A. Capital cost estimates have been reviewed by Bechtel to confirm the adequacy of the capital outlay budgets. Preliminary findings indicate a \$80 million increase.

BATA staff will likely recommend a budget amendment in September.

B. Ongoing negotiations with regulatory agencies over permits and with the railroad over right-of-way access have delayed the project.

Caltrans is continuing to work with all parties to resolve outstanding issues.

C. The construction duration for the new bridge has been revised by Caltrans from 38 to 48 months, with an anticipated construction start date of September 2001. Contractor bids that require more than 48 months to perform the work will be considered non-responsive. The open to traffic date is expected to be delayed 21 months from the original schedule of January 2004; however, with A+B bidding, some schedule recovery may be possible.

The new bridge contract was advertised on February 13, 2001; bid opening is scheduled for August 2001.

D. Due to changes in permitting issues, the 2001 construction season has been impacted. The construction window imposed to mitigate project impacts to migrating fish has been moved from December 1 to March 31, to June 1 to September 31. This will result in the contractor missing the first construction window.

Caltrans will evaluate bid schedules when opened in August to determine if the open to traffic date can be improved.

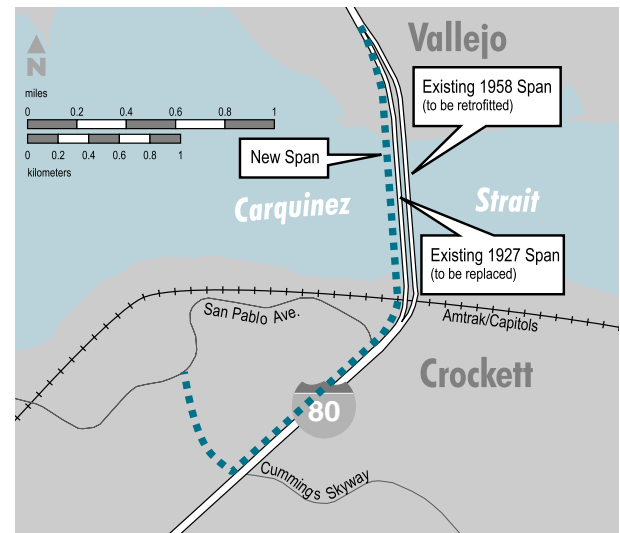
E. There was a delay and associated claim due to issues surrounding utility relocations. This delay is not affecting the new facility open to traffic date.

Caltrans is evaluating the claim.

CARQUINEZ BRIDGE REPLACEMENT

The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. While the 1958 bridge is being strengthened under Caltrans' seismic retrofit program, the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project will construct a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of this project. The project will incorporate the following features:

- ▶ Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- ▶ Addition of a new bicycle/pedestrian lane on the new bridge.



Project Photos



Future new bridge; looking northeast



North Anchorage in progress

Current Activities:

- On the main span and the north approach contract, construction is continuing in several areas. Anchor frame installation has begun at the north anchorage. Pile concrete placement has been completed and footing concrete placement has begun at the north tower. Rock socket drilling and concrete placement continues with five of 12 piles remaining at the south tower. Construction of the south pier is complete through the cross strut. Concrete placement is continuing on the lower and mid tiers at the south anchorage.
- On the south approach and interchange contract excavation for the westbound on and off ramps at Cummings Skyway continues. Drainage work is underway for the widening of the Westbound I-80. Retaining wall installation along Westbound I-80 has begun.
- On the maintenance facility contract, block wall construction for the main building is at final elevation. Grouting and ledger installations are underway. Trenching for electrical, water, and air from Industrial Street to the building is nearing completion.

BAY AREA TOLL AUTHORITY

CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-05/01)	Notes
Allocated Capital Outlay						
Replacement Bridge and North Approach	213.7	244.2	244.2	0.0	99.0	
South Approach and Interchange	116.0	73.9	73.9	0.0	5.9	
Maintenance Facility (Phases I & II)	7.0	8.1	8.1	0.0	2.7	
Other Budgeted Capital	8.6	9.2	9.2	0.0	4.1	
Unallocated Capital Outlay						
1927 Bridge Demolition	16.0	16.0	16.0	0.0	0.0	
Other Budgeted Capital	2.0	3.5	3.5	0.0	0.0	
Capital Outlay Support	43.7	96.8	96.8	0.0	40.4	
Capital ROW	9.6	11.1	11.1	0.0	7.9	
Project (BATA) Contingency	16.5	17.1	17.1	0.0		
Project Total (a)	433.2	479.8	479.8	0.0	160.0	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
Construction Contract Completion					
Replacement Bridge & North Approach	Dec 03	Dec 03	Mar 04	+3 months	A
South Approach and Interchange	Oct 04	Oct 04	May 03	-17 months	
Maintenance Facility	Mar 02	Mar 02	Jun 02	+3 months	
Mitigation Site	Apr 05	Apr 05	Apr 05		
1927 Bridge Demolition	Mar 06	Mar 06	Mar 06	+2 months	
Project					
New Facility Open to Traffic	Jan 03	Apr 03	Sept 03	+5 months	A
NOTES			ACTION		

A. The Replacement Bridge Contractor has encountered obstructions and poor rock conditions during pile installation activities at the south tower. The specialty equipment required to complete these rock sockets has been received and is operational. The delivery timeframe and longer construction times required for the completion of the work will delay foundation completion; this will impact overall project costs, contract completion and the bridge opening.

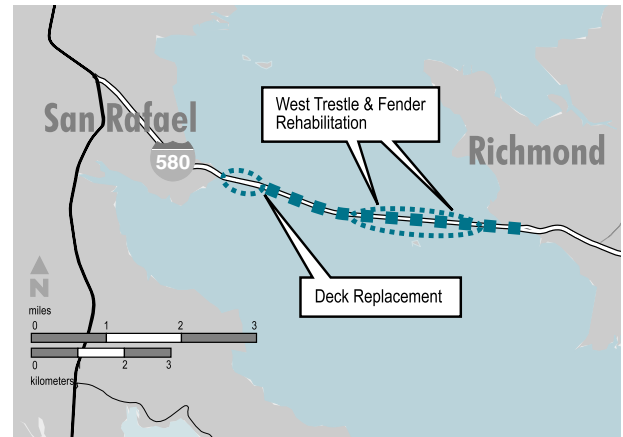
Foundation work has recommenced at the south tower. Caltrans and the contractor are continuing to monitor progress and are investigating potential options to minimize the impacts. The bridge opening date has been revised to September 2003.

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access – via Interstate 580 – across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- ▶ The first project is to rehabilitate the western trestle (low-rise) section of the bridge near San Rafael and the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project already scheduled for the bridge
- ▶ The second project is to replace the existing concrete deck on the bridge. The cast-in-place concrete riding surface (deck) has been worn down over time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



Project Photos



Existing bridge; looking east



Dredging operation

Current Activities:

- Caltrans and the contractor continue to meet on a weekly basis. The contractor is preparing contractually required submittals including a seventh revision of his baseline schedule containing 5600 activities, which Caltrans reviewed and returned with comments. Revision 8 of the contractor's baseline schedule was accepted on June 15, 2001.
- Work on dredging and test piles is underway; K-rail installation to close the shoulder is complete; installation of air and water lines and electrical work is underway.

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RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date 7/98-05/01	Notes
West Trestle and Fender Rehabilitation						
Allocated Capital Outlay						
West Trestle and Fender Rehabilitation	33.9	0.0	0.0	0.0	0.0	
Capital Outlay Support	5.4	0.7	0.7	0.0	0.8	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Other Non-BATA Funding	0.0	34.6	34.6	0.0		
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
Subtotal	45.4	35.4	35.4	0.0	0.8	
Deck Replacement						
Unallocated Capital Outlay						
Deck Replacement	33.0	33.0	33.0	0.0	0.0	
Capital Outlay Support	9.0	5.0	5.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Other Non-BATA Funding	0.0	4.0	4.0	0.0		
Project (BATA) Contingency	11.4	11.4	11.4	0.0		
Subtotal	53.4	53.4	53.4	0.0	0.0	
Project Total (a)	98.8	88.8	88.8	0.0	0.8	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
Construction Contract Completion					
West Trestle and Fender Rehabilitation	Dec 04	Dec 04	Sep 04	-3 months	A
Deck Replacement	Sep 06	Sep 06	Sep 06	0	
Project					
New Facility Open to Traffic					B
NOTES			ACTION		

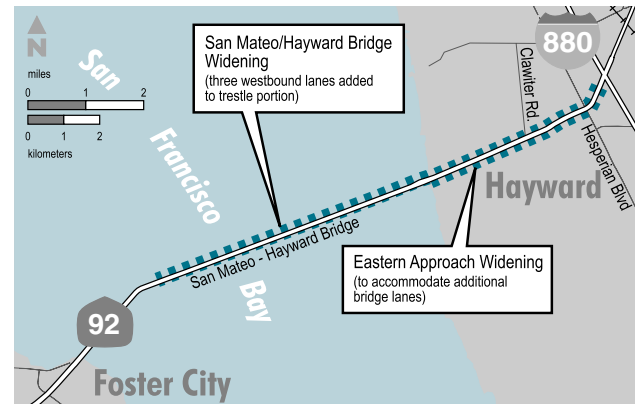
A. The completion date for the trestle and fender contract has been revised to September 2004 based on the schedule submitted by the contractor. None.

B. The existing facility remains open to traffic during all phases of construction.

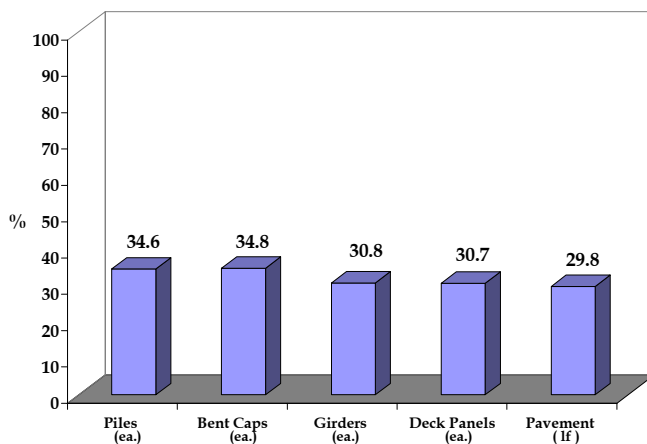
SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project will complete the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

- ▶ Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- ▶ Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- ▶ Construction of a new pedestrian/bicycle overcrossing of State Route 92
- ▶ Expansion of the existing toll plaza
- ▶ Improvements to the Hayward Shoreline Interpretive Center
- ▶ Also, as an associated project, improvements will be made to the Bay Trail between the San Mateo-Hayward and Dumbarton Bridges in the East Bay.



Project Construction Progress and Photos



Construction Progress – Percent Complete



Bent Cap and Girders at Supplier yard

Current Activities:

- Construction on the bridge widening contract is ongoing with concurrent pile driving, bent cap installation, and bridge deck pours. 7,017 feet of paved bridge deck (of 23,530 feet total) is in place. The current schedule has at least one frame (270 feet) poured per week. Cast-in-place barrier has begun on the north side of the bridge.
- On the road widening contract, structure work on the overcrossings medians is complete, and barrier installation is complete. Westbound traffic has been shifted to the interior lanes to complete structure work on exterior lanes between I-880 and Clawiter Rd. Eastbound lanes from the bridge to I-880 are open. All eastbound and westbound lanes will be open by July, 2001. At the toll plaza, electronic toll and HOV lanes will be shifted to the south.
- The Mini Toll Plaza Contract was advertised for bid on January 2, 2001. The bid was opened on May 23, 2001 and is under review.

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

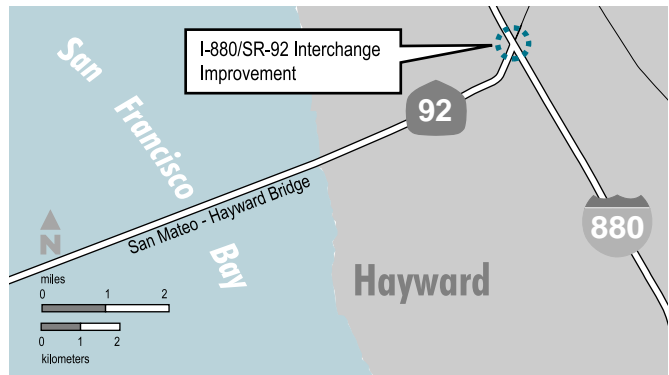
COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date 7/98-05/01	Notes
Widening						
Allocated Capital Outlay						
Widen Trestle	124.8	124.7	124.7	0.0	52.5	A
Widen Roadway	29.2	26.0	26.0	0.0	21.3	
Construct Mini Toll Plaza	4.4	3.3	6.2	2.9	0.0	B
Unallocated Capital Outlay						
Other Budgeted Capital	8.9	12.8	12.8	0.0	0.0	
Capital Outlay Support	15.5	15.5	15.6	+0.1	15.1	C
Capital ROW	1.5	1.5	1.5	0.0	0.5	
Project (BATA) Contingency	19.3	19.8	16.8	-3.0		
Subtotal	203.6	203.6	203.6	0.0	89.3	
West Approach Planting						
Unallocated Capital Outlay						
West Approach Planting	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
Subtotal	0.3	0.3	0.3	0.0	0.0	
Project Total (a)	203.9	203.9	203.9	0.0	89.3	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
Construction Contract Completion					
Widening					
Widen Trestle	Dec 02	Dec 02	Jan 03	+1 month	A
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	
Widen Eastern Approach	Nov 02	Nov 02	Jul 01	-14 months	
Landscape and Environmental Mitigation	Nov 06	Nov 06	Nov 06	0	
Clawiter Rd./RT 92 Int. Improvement	Sep 03	Sep 03	Sep 03	0	
West Approach Replacement Planting					
West Approach Replacement Planting	May 08	May 08	May 08	0	
Project					
New Facility Open to Traffic	Dec 02	Dec 02	Dec 02	0	

NOTES	ACTION
A. The contractor has submitted a cost and time claim based on the redesign modifications of the girders.	Caltrans is evaluating the change order.
B. The single bid received for the Mini Toll Plaza exceeded the Caltrans Estimate.	Caltrans has reviewed the bid and is recommending award of the contract. A request for additional funds will be made to the Authority in July.
C. The current capital outlay support cost budget may be underestimated.	The capital outlay support estimate is under review by Caltrans and BATA.

I-880/SR 92 INTERCHANGE IMPROVEMENT

As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. While still in the environmental clearance phase, the project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the environmental process.



Project Photos



Existing interchange; looking west



Alternative H interchange; looking west

Current Activities:

- There are no current construction activities.
- Caltrans has received comments on the draft supplemental environmental impact statement/report (DSEIS/R). The comments are being incorporated in the report which will be resubmitted. Caltrans plans public release of the report at the end of July 2001. A public hearing will follow the release of the report in September 2001.
- The project completion date has remained unchanged due to the undertaking of advanced design by Caltrans.

BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-05/01)	Notes
Unallocated Capital Outlay						
I-880/SR-92 Interchange Improvement	70.3	70.3	70.3	0.0	0.0	
Capital Outlay Support	20.8	20.8	20.8	0.0	3.9	
Capital ROW	8.0	8.0	8.0	0.0	0.0	
Other Non-BATA Funding	0.0	10.0	10.0	0.0	0.0	
Project (BATA) Contingency	25.1	25.1	25.1	0.0	0.0	
Project Total (a)	124.2	134.2	134.2	0.0	3.9	

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
Construction Contract Completion					
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06	0	
Project					
New Facility Open to Traffic	Dec 06	Dec 06	Dec 06	0	

NOTES

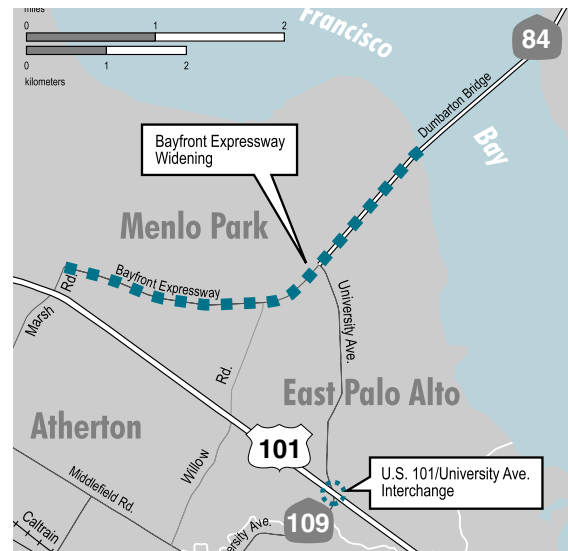
ACTION

None for this report.

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- ▶ The first project, sponsored by the City of East Palo Alto, modifies the U.S. Route 101/University Avenue interchange. This project is designed to help alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- ▶ The second project, sponsored by Caltrans, widens the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue will be reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road will be widened from four to six lanes.



Project Photos



Bayfront Expressway (SR-84) – Existing conditions (looking east)

Current Activities:

- Caltrans is currently working with the US Army Corps of Engineers (USACE) to resolve wetland impacts by the project. The USACE has determined that an individual permit is required and has requested additional environmental tests. Caltrans responded by performing the tests. The USACE permit is now expected in August 2001.
- Caltrans has secured the regional water quality control board permit.
- Plans, specifications, and estimate (P.S. & E.) are forecast to be submitted to Caltrans headquarters by August 2001.
- Advertisement for the project is anticipated in December 2001. Bid opening and construction start is scheduled for the first quarter of 2002.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date 7/98-05/01	Notes
US101/University Avenue Interchange Reconstruction						
Allocated Capital Outlay						
US 101/University Ave. Interchange Reconstruction (<i>Non-Caltrans</i>)	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.0	0.0	0.0	0.0		
Subtotal	3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR84) Widening						
Unallocated Capital Outlay						
Bayfront Expressway (SR84) Widening	24.8	24.8	24.8	0.0	0.0	
Capital Outlay Support	4.4	4.4	4.4	0.0	3.3	
Capital ROW	1.3	1.3	1.3	0.0	0.0	
Project (BATA) Contingency	3.3	3.3	3.3	0.0		
Subtotal	33.8	33.8	33.8	0.0	3.3	
Project Total (a)	37.6	37.6	37.6	0.0	7.0	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
<u>Construction Contract Completion</u>					
US 101/University Ave. Interchange Reconstruction (<i>Non-Caltrans</i>)	Apr 00	Apr 00	Apr 00	0	A
Bayfront Expressway (SR84) Widening	Mar 04	Mar 04	Mar 04	0	B
<u>Project</u>					
New Facility Open to Traffic	Mar 04	Mar 04	Mar 04	0	B
NOTES			ACTION		
A. Project is complete.			None.		
B. Permitting delays have extended the project duration.					

APPENDICES

Appendix A: List of Project Budget Adjustments

**Appendix B: List of Approved Contract
Change Orders**

Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A – LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

Baseline Budget (June 2000): Baseline budgets as established by BATA in June 2000 for each project within the overall program

Current Budget: Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current budgets for allocated capital outlay have been adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects have been revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project.
01/2001	Current budget for the Benicia-Martinez bridge was revised to reflect allocations by BATA.
03/2001	Current budget for the Carquinez Bridge was revised by BATA.

BAY AREA TOLL AUTHORITY

**APPENDIX B – LIST OF APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR THE MONTH OF JUNE 2001**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
New Benicia- Martinez Bridge South Approach 04-006094		No approved contract change orders for June 2001			
Totals for June 2001³					

¹ CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B – LIST OF APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR THE MONTH OF JUNE 2001**

Bridge/Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Carquinez Bridge Replacement					
Replacement Bridge and N. Approach 04-013014		No approved contract change orders for June 2001			
S. Approach & Interchange 04-013054		No approved contract change orders for June 2001			
Maintenance Facility 04-013084		No approved contract change orders for June 2001			
Totals for June 2001³					

¹ CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B – LIST OF APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR THE MONTH OF JUNE 2001**

Bridge/Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
San Mateo - Hayward Bridge					
	Widen Trestle 04-045014	10 Modify production pile reinforcement	C	-1.5	
		14 Modify PC/PS girders	C	885	
	Widen Roadway 04-045034	57 Floating slab/concrete changes at Toll Plaza	C	20	0
		62 Toll Plaza changes	C	29.4	0
Totals for June 2001³				932.9	

¹ CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

APPENDIX C – PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries (\$ Millions)						
EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended ¹ To Date (7/98 – 05/01)	Note
Northern Bridge Group						
Project 2003 - New Benicia-Martinez Bridge						
South Approach						
Capital Outlay Support	00609x	3.5	3.5	3.5	0.0	3.0
Capital Right of Way	006099	7.0	7.0	7.0	0.0	7.7
Capital Outlay	006094	6.0	7.5	7.5	0.0	4.9
Total South Approach		16.5	18.0	18.0	0.0	15.6
New Bridge						
Capital Outlay Support	00603x	31.9	31.9	31.9	0.0	10.9
Capital Right of Way	006039	5.1	5.1	5.1	0.0	0.7
Capital Outlay	006034	247.3	250.6	250.6	0.0	0.0
Other Non-BATA Funding		0.0	10.1	10.1	0.0	
Total New Bridge		284.2	297.7	297.7	0.0	11.6
Toll Plaza & Administration Building						
Capital Outlay Support	00604x	6.2	6.2	6.2	0.0	4.1
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0
Capital Outlay	006044	22.8	22.8	22.8	0.0	0.0
Total Toll Plaza & Admin.		29.1	29.1	29.1	0.0	4.1
I-680/Marina Vista Interchange						
Capital Outlay Support	00605x	10.7	10.7	10.7	0.0	6.2
Capital Right of Way	006059	7.4	7.4	7.4	0.0	0.1
Capital Outlay	006054	43.2	43.2	43.2	0.0	0.0
Total I-680/MV I/C		61.4	61.4	61.4	0.0	6.3
I-680/I-780 Interchange						
Capital Outlay Support	00606x	18.7	17.3	17.3	0.0	11.0
Capital Right of Way	006069	1.7	1.7	1.7	0.0	1.4
Capital Outlay	006064	80.8	61.4	61.4	0.0	0.0
Other Non-BATA Funding		0.0	20.9	20.9	0.0	
Total I-680/I-780 I/C		101.2	101.2	101.2	0.0	12.4

¹ Unaudited

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Appendix C – Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98 – 05/01)	Note
Project 2003 - New Benicia-Martinez Bridge continued							
Other Budgeted Capital (Allocated and Unallocated)							(a)
Capital Outlay Support		7.1	7.1	7.1	0.0	0.8	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		28.1	29.7	29.7	0.0	0.0	
Total Other Budgeted Capital		35.2	36.8	36.8	0.0	0.8	
Total Capital Outlay Support		78.2	76.8	76.8	0.0	36.1	
Total Capital Right of Way		21.1	21.1	21.1	0.0	9.9	
Total Capital Outlay		428.2	415.2	415.2	0.0	4.9	
Non-BATA Funding		0.0	31.0	31.0	0.0	0.0	
Project Contingency (BATA)		58.4	41.8	41.8	0.0		
Total New Benicia-Martinez Bridge		586.0	586.0	586.0	0.0	50.9	
Project 3002 - Carquinez Bridge Replacement							
Replacement Bridge & North Approach							(b)
Capital Outlay Support	01301x	17.7	47.9	47.9	0.0	24.3	
Capital Right of Way	013019	3.0	3.0	3.0	0.0	2.5	
Capital Outlay	013014	213.7	244.2	244.2	0.0	98.9	
Total Replacement Br. & N. Approach		234.4	295.1	295.1	0.0	125.7	
South Approach & Interchange							(c)
Capital Outlay Support	01305x	22.7	32.2	32.2	0.0	12.4	
Capital Right of Way	013059	5.0	5.0	5.0	0.0	4.0	
Capital Outlay	013054	116.0	73.9	73.9	0.0	5.9	
Total South Approach & I/C		143.7	111.1	111.1	0.0	22.3	
Maintenance Facility Phase I & II							(d)
Capital Outlay Support		0.7	4.8	4.8	0.0	2.8	
Capital Right of Way		1.6	1.6	1.6	0.0	1.4	
Capital Outlay		7.0	8.1	8.1	0.0	2.7	
Total Maint. Facility Ph I & II		9.3	14.6	14.6	0.0	6.9	
Demolition - 1927 Bridge							
Capital Outlay Support	01309x	2.0	4.1	4.1	0.0	0.1	
Capital Right of Way	013099	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	013094	16.0	16.0	16.0	0.0	0.0	
Total Demo - 1927 Bridge		18.0	20.1	20.1	0.0	0.0	

Notes:

(a) Includes EA 00608*, 0060A*, 0060C*, 0060F*, 0060G*

(b) Includes EA 00453*, 01301*, 01303*, 01304*, 0130F*

(c) Includes EA 01302*, 01305*, 0130C*, 04700*

(d) Includes EA 00607*, 01308*

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98 – 05/01)	Note
Other Budgeted Capital (Allocated and Unallocated)							(e)
Capital Outlay Support		0.6	7.7	7.7	0.0	0.9	
Capital Right of Way		0.0	1.5	1.5	0.0	0.0	
Capital Outlay		10.6	12.6	12.6	0.0	4.1	
Total Other Budgeted Capital		11.2	21.8	21.8	0.0	5.0	
Total Capital Outlay Support		43.7	96.8	96.8	0.0	40.4	
Total Capital Right of Way		9.6	11.1	11.1	0.0	7.9	
Total Capital Outlay		363.3	354.8	354.8	0.0	111.7	
Project (BATA) Contingency		16.5	17.1	17.1	0.0		
Total Carquinez Bridge		433.2	479.8	479.8	0.0	160.0	
Project 4003 - Richmond-San Rafael Bridge – West Trestle and Fender Rehabilitation							(f)
Capital Outlay Support	0438Ux	5.4	0.7	0.7	0.0	0.7	
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	0.0	0.0	0.0	0.0	
Other Non-BATA Funding		0.0	34.6	34.6	0.0		
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
Total R-SR Bridge – W. Trestle & Fender Rehabilitation		45.4	35.4	35.4	0.0	0.7	
Project 4002 - Richmond-San Rafael Bridge – Deck Replacement							
Capital Outlay Support	04152x	9.0	5.0	5.0	0.0	0.0	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	33.0	33.0	0.0	0.0	
Other Non-BATA Funding		0.0	4.0	4.0	0.0		
Project (BATA) Contingency		11.4	11.4	11.4	0.0		
Total R-SR Bridge – Deck Replace		53.4	53.4	53.4	0.0	0.0	
Richmond Parkway (Non-Caltrans)							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	2.2	(g)
Total Richmond Parkway		5.9	5.9	5.9	0.0	2.2	
Total Northern Bridge Group		1123.9	1160.4	1160.4	0.0	213.8	

Notes:

(e) Includes EA 01306*, 01307*, 0130A*, 0130D*, 0130G*, 0130H*, 0130X*

(f) Includes EA 04382*, 04383*, 0438U*

(g) Total reimbursements made to the City of Richmond for current allocation.

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98 – 05/01)	Note
Southern Bridge Group							
Project 6004 - San Mateo-Hayward Bridge Widening							
Widen Trestle							
Capital Outlay Support	04501x	7.9	7.9	7.9	0.0	6.3	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	124.7	124.7	0.0	52.5	
Total Widen Trestle		132.7	132.6	132.6	0.0	58.8	
Widen Roadway							
Capital Outlay Support	04503x	4.3	4.3	4.3	0.0	6.2	
Capital Right of Way	045039	1.0	1.0	1.0	0.0	0.0	
Capital Outlay	045034	29.2	26.0	26.0	0.0	21.3	
Total Widen Roadway		34.5	31.3	31.3	0.0	27.5	
Construct Mini Toll Plaza							
Capital Outlay Support	04502x	1.7	1.7	1.7	0.0	1.0	
Capital Right of Way	045029	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045024	4.4	3.3	6.2	2.9	0.0	
Total Mini Toll Plaza		6.1	5.0	7.9	2.9	1.0	
Other Budgeted Capital							
Capital Outlay Support		1.6	1.6	1.7	0.1	1.5	(i)
Capital Right of Way		0.5	0.5	0.5	0.0	0.5	
Capital Outlay		8.9	12.8	12.8	0.0	0.0	(j)
Total Other Budgeted Capital		11.0	14.9	15.0	0.1	2.0	
Total Capital Outlay Support		15.5	15.5	15.6	0.1	15.1	
Total Capital Right of Way		1.5	1.5	1.5	0.0	0.5	
Total Capital Outlay		167.3	166.9	169.7	2.8	73.7	
Project (BATA) Contingency		19.3	19.8	16.8	-2.9		
Total San Mateo-Hayward Bridge Widening		203.6	203.6	203.6	0.0	89.3	
San Mateo-Hayward Bridge – West Approach Replacement Planting							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
Total SM-H Bridge W. Approach Replacement Planting		0.4	0.4	0.4	0.0	0.0	

Notes:

(h) Includes EA 00305*, 04501*

(i) Includes EA 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

(j) Current capital outlay budget includes an additional \$4.4 million in unallocated capital outlay due to a bid underrun.

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98 – 05/01)	Note
I-880/SR-92 Interchange Improvement							(k)
Capital Outlay Support	23317x	20.8	20.8	20.8	0.0	3.9	
Capital Right of Way	233179	8.0	8.0	8.0	0.0	0.0	
Capital Outlay	233174	70.3	70.3	70.3	0.0	0.0	
Non-BATA Funding		0.0	10.0	10.0	0.0		
Project (BATA) Contingency		25.1	25.1	25.1	0.0		
Total I-880/SR-92 I/C Improve.		124.2	134.2	134.2	0.0	3.9	
Dumbarton Bridge West Approach Projects							
US101/University Avenue Interchange Reconstruction (non-Caltrans)							
Capital Outlay Support		0.0	0.0	0.0	0.0	0.0	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		3.8	3.8	3.8	0.0	3.7	(l)
Total US-101/University Ave.		3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR 84) Widening							
Capital Outlay Support	00487x	4.4	4.4	4.4	0.0	3.3	
Capital Right of Way	004879	1.3	1.3	1.3	0.0	0.0	
Capital Outlay	004874	24.8	24.8	24.8	0.0	0.0	
Project (BATA) Contingency		3.3	3.3	3.3	0.0		
Total Bayfront Expressway (SR84)		33.8	33.8	33.8	0.0	3.3	
Total Dumbarton Bridge W. Approach		37.6	37.6	37.6	0.0	7.0	
Total Southern Bridge Group		365.7	375.6	375.7	0.0	100.2	

Note:

- (l) Total reimbursements made to the City of East Palo Alto for current allocations
(k) Includes EA 01601* and 01602*

General Notes:

- Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
- Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
- Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.